CHRISTIE SAILS TO RACE FOR GRAND PRIX IN FRANCE.

Louis Strang Goes as Alternate Driver of Sole American Entry in Big European Contest -Is Much Amused Over Report of Fast Mile by Car on Monday.

valuer Christie, the only American entrant in the Grand Prix of the Automobile Club of France on July 2, sails for Liverpool on the Majestic with Louis Strang, s to alternate with him at the wheel of drive racer of 130 horse-power on by of the contest. Strang said last that he hoped all patriotic Americans would wish Mr. Christie good luck on the day of the race and freedom from accidents in ha preliminary practice, as he is satisfied the new front axle direct driven racer has quite as much speed as is possessed by of the machines entered for the big antual race of the French club.

He and Mr. Christie had a number of trial spins with the racer on a stretch of road near Hicksville, L. I., before they brought the car back to New York on June 3, since which time they have been overhauling it in this tity. Since bringing the racer in from Hicksville a week ago Monday it has been out only once, when it was taken out for a short run one morning last week on an unfrequented road near Brooklyn. Strang said they did not have time to take the racer to Hickaville last week but had run along slowly through ooklyn streets early one morning, the exlynites from slumber, though the car was un very slowly while in the city.

Strang was much surprised late yesterday oon when he received word by mail of a wonderfully fast mile which the racer had made on Monday morning, his surprise being somewhat increased because he and Mr. Christie had securely crated the machine late Saturday night and did not finish the undertaking until early Sunday morning. Strang remarked that the man who told about the wonderfully fast time made on Monday morning could not have been very well posted as to the whereabouts of the racer and he was much amused when informed that the story of the record breaking mile spih had been heralded far and wide. He did not dispute the ability of the racer to travel a mile in less than thirty seconds, but said that he did not know of any occasion when he machine had been timed for a full mile at its highest speed. As far as he personally knew from his own observation, the fastest rime made by the racer on the Hickscille road late last month was a half mile in mineteen seconds. He and Mr. Christie had tried to figure out some way to time the racer for a mile, but found it would not be possible without stringing telegraph or telephone wires for that distance. So Strang marked off a half mile stretch one day, carried a stop eath while riding in the racer with Mr. Christie and asked the latter to let the carmon for the distance. Mr. Christie mistook he marking posts, and much to Strang's sisappointment checked the speed of the racer when there was still about 100 feet of the covered. In spite of this the racer made the half mile in just nineteen seconds, and this is the only time a set attempt was nade to time the great machine at full speed. Strang said yesterday that he had found here was a strike of stevedores, as when he sent to the dock to see if the crated machine ras on the boat yesterday morning he was labed in formed it would not be possible to had made on Monday morning, his surprise dock to see if the crated machine boat yesterday morning he was somed it would not be possible to er on the Majestic. The racer was however, after most everybody k had been "seen" and Strang's h lightened.

et much lightened.
th regard to the trial of the machine on
day after it had been crated on Saturday
ng said that the only way in which he
account for the performance was that
engineer of the steamship Wabble had
ashore and accomplished the remarkfeat.

The supplementary endurance run held by the Long Island Automobile Club of Brooklyn on Monday in an effort to decide the ownership of the silver trophies offered as prizes for the three different classes only reduced the number of eligibles from ten to seven, the ones eliminated being put out by minor roubles. Ties for the trophies still exist as follows: Class A, for cars costing up to \$1,500 -loseph D. Rourk, 10 horse-power Cadillac, and I. C. Kirkham, 16-20 horse-power Maxwell: Class B, for cars costing from \$1,500 to \$3,000-E. H. Barnum, 24-28 horse-power Columbia, and C. G. Arnold, 25-30 horse-power Pope-Hartford: Class C, for cars costing more than \$3,000-Charles Carison, 40 horse-power Winton, A, B. Coles, 40-45 horse-power Pierce, and S. H. Burns, 30 horse-power Packard. It is probable that the names of the tied drivers will be engraved on the different trophies and certificates awarded to the survivors. e engraved on the different vivors.

The Automobile Club of America issued the following statement last night: "What will probably be the most strenous automobile competition of the year will be the four day sealed bonnet' contest of the Automobile club of America, June 19 to 22. Up to the present time the rules for the majority of competitive events have been designed to meet the wishes of the manufacturers, while in the coming contest the conditions are framed with a view of enabling the public or users of motor cars to find out just what the weak and strong points of the automobile are. The club, however, has wisely altered the route for the test, so that the cars will be driven over ordinary macadam highways and

are. The club, however, has wisely altered the route for the test, so that the cars will be driven over ordinary macadam highways and not over trails and cowpaths, like the contestants in the recent Albany run encountered. This is only fair to the car, as the contest, while showing the weak points of poorly constructed machines, is also designed to show the mechanical perfection to which the automobile has arrived and how near 'fool proof' the modern motor car is.

To send the cars in a 'sealed bonnet' test over such roads as were used by the New York Motor Club would be very much like sending a man over a ploughed field with his bands tied. He might go through without mishap, but if he ever fell down he could not pick himself up, so it would be with a motor car. Another good point in favor of a test of this kind is that only a good car has a chance to win, and that only manufacturers of the best cars will dare enter a machine. Not only this, but the observing will not depend on the fallibility of any individual, but will be automatic, and everylear, even if it has to break the seal of its bonnet, will receive a certineat recording just what it did accomplish.

Heretofore contestants have been at the

a certificate recording just what it did accomplish.

Heretofore contestants have been at the mercy of incompetent observers who have frequently overlooked the faults or misfortunes of the poor cars and penalized good cars without 'rhyme or reason. Another good feature in connection with this contest is that there will be no ties for first place, is that there will be no ties for first place, as every car which goes through the test without penalty will receive a silver cup. Intries for the event will close with S. M. Butler, secretary of the Automobile Club of America, on Saturday, June 15, and it is interesting to note that the twenty odd cars already entered represent some of the best and highest priced machines on the market." Recent entries for the contest include a Thomas, a Pierce, an Aerocar, a Royal and a Continental.

INTERNATIONAL CHESS.

Br. Tarrasch Wins Two Adjourned Games and Leads in Tourney. Special Cable Despatch to THE Stree

OSTEND, Belgium, June 11.—By winning both his adjourned games with Janowaki and Tschigorin in to-day's session of the international chess masters' tournament. Dr. Tarrasch of Nuremberg assumed the lead with a margin of one point over Janowski, as nearest rival. The German champion has a total of 12½ points to his oredit and Janowski 11½. It follows that Dr. Tarrasch till win the tournament should he win or draw his last game with Schlechter to-mortow. In case of defeat he will still be tied for the lead. The other adjourned game to be decided to-day was that between Marshall and Burn, which Marshall won. The standing of the contestants is as follows:

Payers. W. L.! Pieyers. W. L. Pieyers. W. Pieyers. Pieyers. W. Pieyers. Pieyers. Pieyers.

W. L. Players. W. L. 1214 045 Marshall 1014 812 1114 715 Burn. 7 12 11 5 Tschigorin. 444 1414 creased his lead by winning from while Forgacs, Salwe and Mieman and Bernstein are tied for second, fourth and fifth places. To-day's

Niemzowitsch. 1: Forgacs, 0: Metger, 0: Mieses, 1: 50n. | Scheve, 0: Mortimer, 1: Blackburne, 0: 50n. | Scheve, 0: Mortimer, 1: Blackburne, 0: 50n. | Scheve, 0: Tartakower, 1: hories, 15: Spielmann, 15: Jacob, 15: Marco, 15: lechting, 15: Bernstein, 15: Perlis, 15: E. Cohn, 15: lechting, 15: Bernstein, 15: Salwe, 15: Telchmann, Salderski, Duras, adjourned in favor of Duras, 14: Salosmita-Rubinstein, adjourned in an even oftiton; Snoke, a bwe The record to date:

Players.
Leonhardt
Jacob.
Metger.
Suechting.
Spielmann.
Billecard. Scheve. Blackburne. W. Cohn. Shoosmith... Van Vilet. Mortimer.

AMONG THE AUTOMOBILISTS FINLEY ENLISTS EDITORS AID. He Urges Them to Recognize the Difficul-

ties of Railway Management. Non fork, Va., June 11.-President W. W. Finley of the Southern Railway Company delivered an address before the National Editorial Association at the Jamestown Exposition this afternoon.

Mr. Finley referred to the newspaper and railway as the two most powerful agencies for the social and material development of the country and after suggesting that the editors should look at railway questions from the viewpoint of the railway manager and consider his difficulties he reviewed the railway problems of the day, declaring that the most difficult problem is that of providing facilities for the transportation of the constantly increasing volume of traffic.

Mr. Finley quoted from President Roosevelt's Indianapolis speech his declaration that the great need of the hour was additional transportation facilities. Indorsing this, Mr. Finley said:

The question of the hour is how are these facilities to be provided so as to meet the immediate emergenices that are pressing upon us. These facilities cannot be produced by the touch of a magician's wand. They cannot be provided by destructive criticism

of the railway system of the country.

After quoting President Roosevelt's strong argument as to the importance of preserving

railway credit, Mr Finley said: Unfortunately, conditions which the President has said must be scrupulously guarded against already confront the railways. Largely as a result of legislation enacted in some of the States and proposed in others, and of the uncertainty as to future State and national legislation, even though some of that proposed may not be harmful, the values of railway securities have been impaired and such investments are, for the moment, not attractive. This condition has been brought about by agitation undertaken with a good purpose and for the accomplish-ment of proper objects, which has gone far beyond the original purposes of those who initiated it. It is easier to set the prairie on fire than to extinguish the conflagration. Having corrected railway faults, this agitation now threatens railway credit.

Mr. Finley said that the railway managers had not been unmindful of, their duties and responsibilities, and quoted from a recent magazine article a statement that the Southern States most intimately concerned in the necessity for improved transportation facilities had "blazoned on the statute books the fact that capital invested in the South is capital endangered, is capital that must be prepared to fight for its life against the open hostility of the people of the South." He dissented from this statement as applicable especially to the South, and said:

I do not believe there is a single Southern State in which public sentiment would sup-port deliberate injustice to railways or to investors in railway property. I know there is no Southern State in which public sentiment would support these policies if the people understood that their effect would be to retard or to make impossible the improve-ment of their highways to the markets of the world and would discourage the investment of capital within their borders. This author is right as to the evil effect of such legislation, whether put on the statute books of a Southern State or of a Western State, but I believe that his language, without qualification, tends to give a wrong impression of the real attitude of the Southern people toward railways and the rights of property generally.

Mr. Finley did not oppose legislation for the proper regulation of railways, but contended that the object of legislation affecting railways should be restraint from wrong rather than the management of a business in which private individuals had assumed all the risk.

assumed all the risk.

He drew a distinct line between the duty of the Government to protect the public from oppression and the enactment of legislation that would be confiscatory of

registation that would be connecatory of the property of the carriers.

Referring to the discussion of alleged overcapitalization of railways Mr. Finley quoted President Roosevelt's declaration that there had been "much wild talk as to the exent of the evercapitalization of our railroads." He showed that neither railway charges nor newspaper advertising charges could be based on capitalization or any other arbitrary basis, and pointed out the striking analogy between railway freight rates and advertising rates. In conclusion he said:

This is no time for propagandas of destruc-tion. It is a time for building up rather than tearing down. The continued prosperity of the American people must be based on commercial expansion and not on contraction It is time for the American people to unite in support of policies of construction and to work together for the upbuilding of our common country and for its social and ma-

NEW HAVEN-B. & M. MERGER. Presidents Mellen and Tuttle Appear Before Massachusetts Committee.

BOSTON, June 11 .- President Mellen of the New Haven road and President Tuttle of the Boston and Maine appeared before the Legislative Committee on Railroads this afternoon and enlightened the memhers and such of the public as was present relative to the proposed merger of the two railroads.

The two presidents were of the opinion that no new legislation was necessary to safeguard the interests of Massachusetts, and furthermore that no attempt was to be made before next year to get the approval of the Legislature to the merger.

William R Lawrence, clerk of the Boston and Maine Company, and representing a large holding of Boston and Maine shares, was the chief witness prior to the appearance of President Mellen.

He said that under the orders of the Railroad Commissioners purchasers had been obliged to pay into the treasury, in good hard cash, as high at \$190 per share for stock, and the increase in value, added to the par, would make the actual capitalization at present equal to about \$42,000,000.

He rehearsed the New Haven's operations, with reference to its subsidiary companies. to show that the Consolidated Railways Company, nominally worth \$10,000,000, and the New England Navigation Company, nominally worth \$6,000,000, while, in his opinion, not actually worth so much as

opinion, not actually worth so much as \$16,000,000 together, were so manipulated as to have a nominal value of \$30,000,000, which was to be used in buying the Boston and Maine.

"In other words," said Mr. Lawrence, "the water in this transaction was prepared in advance, and prepared very liberally. When they undertake to exchange properties worth at the most not more than \$10,000,000 for stock worth \$42,000,000 in coid cash, part of which has been expended in real estate, I claim it is not a fair proposition."

expended in real estate, I claim it is not a fair proposition."

Mr. Lawrence waxed earnest in telling what kind of a charter the New Haven had obtained from Connecticut. It was the most hybrid, all inclusive document ever allowed to issue, he said.

President Mellen followed Mr. Lawrence. He said that there had been a statement made at the hearing to the effect that the New Haven had not given necessary information when called upon by the Attorney-General and the Railroad Commissioners.

"Call the chairman," said Mr. Mellen, "and if he does not nail it he is not the man I have found him to be. Call any official of your Commonwealth and ask him if there has been any hesitation or unnecessary delay in furnishing information, whether it can be used against or for us, it makes no difference

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No Hay Fever GEO. Q. PATTEE, Mgr.

nterests had secured approximately 100,000 shares of Boston and Maine stock. shares of Boston and Maine stock. Replying to the stock watering arguments of Mr. Lawrence, President Mellen declared that there was not one share of New Haven stock in existence that did not represent more than 100 cents. Since July, 1903, he said, the New Haven road had expended more than \$150,000,000 in improvements and in acquiring stock of other companies. in acquiring stock of other companies.

Mr. Mellen refused to permit Lawyer
Brandeis to cross-examine him and after turning his back upon the lawyer left the

committee room.

President Tuttle informed the committee that one of the indirect causes of the passing of control of the Boston and Maine to the New Haven road was hostility of Massachusetts laws. He saw no danger arising from the merger and approved of it. The committee adjourned until to-morrow.

Later President Mellen made the following statement about the trackers withing statement about the trackage rights obtained over the Boston and Albany:

The publication of the fact that the New York, New Haven and Hartford Railroad has acquired new trackage rights over the Boston and Albany Railroad from Albany virtually into Boston means that henceforth we are virtually partners with the New York Central in the advantages to be derived from the use of the Albany road.

This agreement was reached between President Newman of the New York Central and myself some three months ago, at the same time that our plans for the future disposition of the New York, Ontario and Western were agreed upon. By this I do not mean that a hard and fast ironclad contract was drawn up and signed between President Newman and myself, but that the agreement was put into black and white and initialled by both of us.

INSURANCE INQUIRY ENDING. About Three More Grand Jury Sessions

Will Wind It Up. The investigation by the Grand Jury of the management of the insurance companies which has been going on for months is practically completed. It will take about three more sessions of the Grand Jury to present all the evidence in Mr. Jerome's possession, and this will wind up the investigation which followed the disclosures

vestigation which followed the disclosures before the Armstrong committee.

Three witnesses were examined by the Grand Jury yesterday. They were Temple Bowdoin, a partner in J. Pierpont Morgan & Co.; Frederick L. Shipman, assistant treasurer of the New York Life Insurance Company, and M. M. Mattison, a clerk in the finance department. Mr. Bowdoin came to the District Attorney's office accompanied by his counsel, Lewis L. Delafield. There was no indication of what phase of the New York Life management the Grand Jury is now investigating. ment the Grand Jury is now investigating.
It was learned that the Nylic transaction, which received so much attention from Mr. Hughes before the Armstrong committee, will not be laid before the Grand Jury.

FINE SPECIMEN DUTCH FAMILY. Thirteen Glerums in All Arrive and Make for Passaic.

The population of Passaic was increased yesterday by thirteen Glerums. They arrived in the morning and passed through Ellis Island in the afternoon, landing from the Holland-America steamship Ryndam, from Rotterdam The name of the father is Dingenis Glerum of Terscke, Holland. His spouse is Pietje, and the eleven young-sters, whose ages range fom 3 to 19 years and who are among the finest specimens seen in recent years at Ellis Island, are Marinus, Dingenis, Jr., Jakob. Marie, Fran-cois and Jakoba (twina, Jakonina, Paulina Johanna, Johannis and Hubrecht

23d Regiment Men Not Going to Jamestown. The proposed trip of Companies K and G of the Twenty-third Regiment of Brooklyn to the Jamestown Exposition has been abandoned. Arrangements had been made to start on Friday night and spend a week at Jamestown, but a committee, sent in advance to get accommodations, gave such an unfavorable report about the con-Arrangements had been made to start on Friday night and spend a week at Jamestown, but a committee, sent in advance to get accommodations, gave sould have done so.

He told the committee that New Haven



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